

ORDINANCE NO. 863

AN ORDINANCE OF THE CITY OF SHORELINE AMENDING THE AURORA SQUARE COMMUNITY RENEWAL AREA PLANNED ACTION ORDINANCE AS ADOPTED BY ORDINANCE NO. 705.

WHEREAS, on August 10, 2015, the City Council adopted Ordinance No. 705, designating the Aurora Square Community Renewal Area as a Planned Action; and

WHEREAS, Section 3(C)(3)(a) of Ordinance No. 705 sets forth the new PM Peak hour and daily trips anticipated within the Planned Action Area for the purpose of establishing transportation thresholds; and

WHEREAS, it was recently determined that the trip generation numbers were reported incorrectly in the environmental documents that informed Section 3(C)(3)(a) because the numbers do not reflect a reduction in trips occurring within a site that has multiple land uses; and

WHEREAS, under the State Environmental Policy Act (SEPA), RCW 43.21C and its implementing regulations, WAC 197-11, the City prepared an Addendum to the Aurora Square Planned Action Environmental Impact Statement to correct these numbers; the City issued the SEPA Addendum on March 8, 2019; and

WHEREAS, Section 3(C)(3)(a) needs to be amended to accurately reflect the trip generation numbers as set forth in the SEPA Addendum; and

WHEREAS, the Planning Commission, after required public notice, on June 6, 2019 held a public hearing on the proposed amendment to Section 3(C)(3)(a) and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session on the proposed amendment and considered the Planning Commission's recommendations on June 17, 2019; and

WHEREAS, the City Council has determined that Section 3(C)(3)(a) should be amended to accurately report the trip generation numbers expected to be generated so that the correct transportation thresholds are being utilized under the Planned Action;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Amendment. Section 3(C)(3)(a) of Ordinance No. 705 is amended as follows:

(3) Transportation Thresholds:

(a) Trip Ranges and Thresholds. The number of new PM Peak hour ~~and daily~~ trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

	Phased Alternative 3	Net Trips Alternative 3
Inbound Trips	1,313 817	760 364
Outbound Trips	1,581 1,038	844 444
Total Trips	2,894 1,855	1,605 808

Section 2. SEPA Addendum. The Addendum to the Aurora Square Planned Action environmental documents, issued March 8, 2019, and attached hereto as Exhibit A, is incorporated into this Ordinance.

Section 3. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.


Section 4. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any person or situation.

Section 5. Publication and Effective Date. A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON JULY 22, 2019.

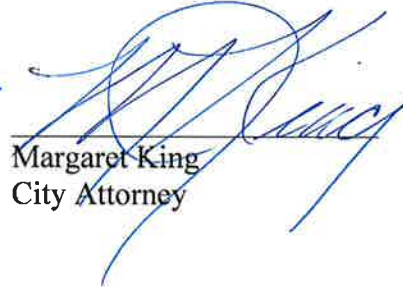

 Mayor Will Hall

ATTEST:



Jessica Simulcik Smith
City Clerk

APPROVED AS TO FORM:



Margaret King
City Attorney

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Date of Publication: July 25, 2019

Effective Date: July 30, 2019



Addendum

Addendum to: City of Shoreline, Aurora Square Planned Action Draft Environmental Impact Statement (December 12, 2014) and Final Environmental Impact Statement (July 24, 2015).

Date Issued: March 8, 2019

Introduction

This document addends the City of Shoreline, Aurora Square Planned Action Draft Environmental Impact Statement (EIS) and Final Environmental Impact Statement.

The Draft EIS is available at this website:

<http://www.shorelinewa.gov/Home/ShowDocument?id=19087>

The Final EIS is available at this website:

<http://www.shorelinewa.gov/Home/ShowDocument?id=21489>

Consistent with the State Environmental Policy Act (SEPA), this addendum has been prepared to correct a reporting error in the trip generation numbers of the Draft EIS and the Final EIS. The trip generation numbers were reported incorrectly in the documents and have been corrected to match the trip generation numbers used in the analysis. There is no change to the analysis of alternatives, significant impacts, or mitigation measures. A notice of this Addendum has been circulated to those receiving the Final EIS.

Discussion

The Draft EIS identified the PM peak hour trips generated for each of the three alternatives in Chapter 3.3, Table 3-13 on page 3-51.

Table 0-1. PM Peak Hour Trip Generation by Alternative

	No Action	Phased Growth	Planned Growth
	Alternative 1	Alternative 2	Alternative 3
Inbound Trips	553	933	1,313
Outbound Trips	737	1,159	1,581
Total Trips	1,289	2,092	2,894

Source: KPG 2014

Table 3-13 (above) shows the trip generation numbers without a reduction for trips occurring within a site that has multiple land uses. The *National Cooperative Highway Research Program (NCHRP) Report 684* methodology estimates the number of trips between land uses within the site

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(internal capture), which decreases the total vehicle trips external to the site. The transportation analysis in the EIS used trip generation numbers with a reduction for internal capture to evaluate traffic operations for the alternatives. The data in the Table 3-13 incorrectly reports the trip generation numbers without the internal capture reduction.

EIS Corrections

Based on the above review, make the following changes to the Draft EIS and the Final EIS.

1. In the Draft EIS, amend Table 3-13 on page 3-51 as corrected below:

Table 0-1. PM Peak Hour Trip Generation by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Planned Growth Alternative 3
Inbound Trips	553 453	933 633	1,313 817
Outbound Trips	737 594	1,159 812	1,581 1,038
Total Trips	1,289 1,047	2,092 1,445	2,894 1,855

Source: KPG ~~2014~~2019

2. In the Draft EIS, amend Appendix D: Draft Planned Action Ordinance, Section III D (3) (a) Trip Ranges & Thresholds on page 4 as corrected below:

Peak Hour Inbound and Outbound trips during the PM Peak Hour by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Alternative 2 Net Trips	Planned Growth Alternative 3	Alternative 3 Net Trips
Inbound Trips	553 453	933 633	380 180	1,313 817	760 364
Outbound Trips	737 594	1,159 812	422 218	1,581 1,038	844 444
Total Trips	1,289 1,047	2,092 1,445	803 398	2,894 1,855	1,605 808

Source: KPG ~~2014~~2019

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3. In the Final EIS, amend Appendix B: Proposed Planned Action Ordinance, Section 3 C (3) Transportation Thresholds as corrected below:

(a) Trip Ranges and Thresholds. The number of new PM Peak hour ~~and daily~~ trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

	No Action Alternative 1	Phased <u>Growth</u> Alternative 2	Net Trips Alternative 2	Phased <u>Planned</u> <u>Growth</u> Alternative 3	Net Trips Alternative 3
Inbound Trips	553 453	933 633	380 180	1,313 817	760 364
Outbound Trips	737 594	1,159 812	422 218	1,581 1,038	844 444
Total Trips	1,289 1,047	2,092 1,445	803 398	2,894 1,855	1,605 808